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MOSCOW AUTO PLANT TO MAKE BICYCLES;
PARTS SHORTAGE STALLS TRUCK REPAIRS;
GIVES SPECIFICATIONS OF DT-54 TRACTOR

PREPARES TO PRODUCE BICYCLES -- Moscow, Moskovskaya Pravda, 8 Feb 51

The Moscow Automobile Plant under Stalin is making preparations for the production of bicycles. It will start producing the parts for the B-110 bicycle in February and will begin to assemble the bicycles in March.

LACK OF PARTS HOLDS UP TRUCK EQUIPMENT -- Moscow, Izvestiya, 9 Feb 51

The Khar'kov Osnovyanskiy Boiler and Welding Plant is encountering enormous difficulties in its effort to fill orders from various parts of the USSR for the installation of fuel tanks in trucks which are being rigged for the sowing season. These trucks, upon leaving Khar'kov, go to MTS in the Tadzhik, Uzbek, and Estonian SSR, Stavropol' Kray, and Rostov and Stalin-grad oblasts.

More than 2,000 such trucks are now crowding the plant's premises, but it is impossible to begin work on them because the Ministry of Agricultural Machine Building USSR has failed to deliver the necessary iron sheeting, pumps, and valves. Although the ministry produces these parts in its own plants, it failed to place an order for them in due time.

In this connection, the Ukravtogezvesprom /Ukrainian Autogenous Welding Industry/ Trust is at fault. Its director, Predko, should have sought the assistance of local enterprises. At the initiative of the Khar'kov City Soviet, local industry has been helping all-Union enterprises and would have produced the valves and pumps for the Osnovianskiy plant. When, at the end of January, the plant's management sent an urgent request to Predko for intervention, he offered no tangible assistance. Instead, he promised to send over his deputy, Patov, who would try to help the plant meet its January norm.

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In the meantime, the management, dubious of results, asked help from the L'vov and Ternopol' plants of the Ministry of Agricultural Machine Building USSR, which manufactures such valves and pumps. However, they did not even bother to reply to the letter.

Following this, Director Rud' telegraphed, over the head of the trust, to the Ministry of Agricultural Machine Building USSR. He received the following reply from Bernartovich, deputy chief of the Administration of Repair Enterprises; "Don't worry, funds have been allocated. Orders have been given; wait."

What a strange case of indifference! -- P. Annenkov, Pravda correspondent

DESCRIBES DT-54 DIESEL TRACTOR -- Moscow, Vestnik Mashinostroyeniya, No 1, Jan 51

The DT-54 diesel tractor produced by the Stalingrad and Khar'kov plants is much superior to the STZ-NATI and other types of tractors made in the USSR.

The DT-54 tractor has a four-cycle, compressorless diesel engine, which can develop 54 horsepower at 1,300 revolutions per minute. Its fuel consumption is 220 grams per horsepower per hour, which is less than that of the STZ-NATI tractor. One DT-54 tractor alone saves about 10 tons of fuel yearly.

The DT-54 tractor has a high degree of wear resistance in its principal parts. Its piston pins last twice as long as those of the STZ-NATI tractor, and its piston rings and cylinder sleeves last 500 hours longer. Its valves are ground six times less frequently than those of the STZ-NATI tractor. Many of its bushings are interchangeable; therefore, much of the handwork involved in repairs, which requires great skill, is eliminated.

The perfection of the design is shown in such improvements as a carbon shaft with elastic joints, an oil filter with a double filter element, and an oil radiator.

The tractor has a five-gear transmission, as follows:

	<u>I</u>	<u>II</u>	<u>III</u>	<u>IV</u>	<u>V</u>	<u>Reverse</u>
Speed (km/hr)	3.59	4.65	5.43	6.28	7.9	2.4
Traction power at hook (kg)	2,850	2,100	1,750	1,450	1,000	--

The DT-54 tractor is started by a one-cylinder, 10-horsepower gasoline motor. It has an enlarged fuel tank, which cuts the time lost in filling it.

For the design of the DT-54 tractor, the Stalin Prize has been awarded to Chief Engineer V. A. Kargopolov and Chief Designer A. K. Platonov of the Stalingrad Tractor Plant and a number of workers of the Khar'kov and Altay tractor plants.

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1950 INCREASE IN TRUCKS, TRACTORS, CARS -- Moscow, Trud, 28 Jan 51

According to the report published by the Statistical Administration of the Council of Ministers USSR concerning plan fulfillment in 1950, the following production increases over the 1949 totals occurred in that year: trucks, 30 percent; passenger cars, 41 percent; motorcycles, 34 percent; fork lifts, 82 percent; tractors, 23 percent.

URAL PLANTS SEND TRUCKS, TRACTORS TO CONSTRUCTION PROJECTS -- Moscow, Pravda, 8 Feb 51

In January, the Ural Automobile Plant imeni Stalin (Chelyabinsk Oblast) dispatched a column of Ural-ZIS 3-ton trucks to the Volga-Don Canal construction project.

The Chelyabinsk Tractor Plant has sent 40 powerful caterpillar tractors to the Kuybyshev, Stalingrad, and Volga-Don Canal construction projects.

Moscow, Moskovskaya Pravda, 9 Feb 51

A number of powerful dump trucks were recently dispatched to the Volga-Don construction project by the Mytishchi Machine-Building Plant. These trucks were produced 2 months ahead of time.

MINSK PLANT SENDS DUMP TRUCKS TO KUYBYSHEV -- Moscow, Krasnaya Zvezda, 7 Feb 51

The Minsk Automobile Plant today dispatched a large number of dump trucks to the Kuybyshev hydroelectric construction project. Currently, the plant is engaged in the production of a large number of trucks for the Volga-Don Canal construction project.

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